

3 Urban Design and Community Building

Urban design is the process of giving physical direction to community development patterns. Investigating urban design defines what has already happened, evaluates the physical implications of city building, and determines how the current course can be altered or modified to affect change. When urban design decisions are successful, they are often described as having created a “sense of place” and result in satisfying and pleasing city qualities.

The Urban Design and Community Building chapter addresses the image, character and livability of Murray City. To a large extent, these attributes are based on existing development patterns, not only within the boundaries of Murray, but in adjacent communities and the Salt Lake Valley as a whole.

As summarized below, Murray residents and others who contributed during the public input stage of the planning process identified several issues that are urban design considerations:

- The desire for streets to be “pedestrian friendly” places where people are encouraged to walk, and with corresponding places to walk to;
- The desire to protect, expand and connect Murray’s parks and open spaces as part of a fully-connected urban trail system;
- Concern that the design and image of the community is not always positive, particularly along major streets and at points of entry into the community;
- The desire for beautification efforts along streets and gateways into the community;
- The need for better maintenance of properties, particularly in the city core and at the edges of neighborhoods;
- The need to protect established residential neighborhoods and to provide better transitions with adjacent, less compatible districts and uses;
- Concern that urban design and community beautification efforts have not kept pace with economic growth and development;
- Acknowledgement that Murray’s commercial profile is changing, and that new and emerging projects can contribute a more positive city image;
- Recognition that Murray’s existing light rail and future regional rail stations can spur new types of development, mixed-use in particular;
- Acknowledgement that uses around TRAX stations must be carefully designed to encourage spin-off growth and improvements; and
- The desire to physically link and connect newly annexed neighborhoods into the overall form of the city.

Existing Conditions

As listed below and described in the text that follows, several aspects of urban design were assessed to better understand the existing urban design conditions in Murray. These include:

- Neighborhoods and Districts;
- Connections and Linkages;
- Barriers, Buffers and Transitions;
- Streets and Passages;
- Pedestrian Connections and Open Space Linkages
- Gateways, Landmarks, Edges, Nodes, and Destinations

Neighborhoods and Districts

Residential Neighborhoods

As illustrated in Map 2-1 (Existing Land Use) and in the photos below, Murray is home to numerous residential neighborhoods, each displaying unique characteristics. The range of neighborhoods is wide, encompassing older enclaves of historic homes; small and isolated groupings of homes within commercial and industrial districts; newer neighborhoods of large modern homes sited on large lots; large lot neighborhoods with a distinct agricultural feel; mobile home parks; and higher-density condominium and apartment developments.



Examples of Residential Neighborhoods in Murray City

In general, most of Murray's residential neighborhoods are well maintained and stable. Exceptions occur near the edges of some neighborhoods, where homes meet businesses, industries and other incompatible uses. Problems also exist in some of the smaller, older neighborhoods near the commercial core that have been overtaken by commercial and industrial uses, and where zoning now allows commercial and industrial uses.

Comment:

Other Neighborhoods and Districts

Lining both sides of State Street and continuing west to I-15 is Murray's **Commercial Core**. This area is home to a wide range of uses, including established residential neighborhoods; retail and office uses; a regional shopping mall; numerous car dealerships; the Murray City government center; and various industrial, manufacturing and transportation-oriented uses.

The Commercial Core is a major contributor to the city's tax base, yet the physical and spatial image it manifests is less than desirable. Low-scale buildings and large parking lots dominate much of the area. Signage is bright and uncoordinated, and there is a general lack of street lighting, street furnishings and other pedestrian amenities. The focus is on vehicular movement, with access to the businesses provided by individual curb cuts, adding confusion to the scene. Transitions between differing uses can be abrupt, and in some areas commercial/industrial operations have 'crept' into adjacent residential neighborhoods.

Just south of Vine Street and State Street is the Murray City **Government/Civic Area**. Anchored by Murray City Hall, the U.S. Post Office and Murray Park, this district serves a distinct institutional function. Immediately to the west, on the former site of the ASARCO Smelter site, is the future home of the **IHC Regional Medical Center**. When completed, the project will significantly alter the physical landscape and become a major business catalyst.

Further to the west along the rail line are three **light rail stations and the proposed site of a commuter rail station**. Each site has good potential to spur spin-off development, with new residential, office/, commercial and light industrial uses envisioned as elements of upcoming Transit-Oriented Development (TOD) developments.



Murray North TRAX Station (left), and Fashion Place West TRAX Station (right)

One of the most important districts in Murray is **Historic Downtown**. This is a place that represents different things to different people: the heart of old Murray, the civic and commercial center of the community, a place to dance or go to the theater, or an area with small, interesting shops and offices. Centered on busy State Street and Vine Street, Historic Downtown evokes images of a simpler time when Murray was a small town and State Street was a less-traveled road.

Historic Downtown covers an area roughly four blocks square. Old, historic buildings line many of the street fronts, evoking nostalgic images. Recent improvements have recently been implemented, including a variety of streetscape enhancements, facade renovations, the redevelopment of run-down properties, and other attempts to upgrade the visual appeal of the area and attract people to the area.

Adjacent to Historic Downtown is a small residential neighborhood with a distinct historic flavor and obvious connections to the historic core. Located just east of State Street between 4800 South and Vine Street, the **Historic Residential Area** contains a concentration of historic buildings. The scale and image of the neighborhood is quaint. As one travels east through this neighborhood the residential flavor becomes increasingly dominant.

Over time several lots on the western edge of the Historic Residential Area have been 'absorbed' by State Street commercial operations. For example, several residential properties on the west side of Brown Street have been rezoned for commercial use, and are now the back portions of State Street commercial businesses. Most of these commercial "rear yards" are utilized for light industrial and storage-type uses, and are demarcated from the remaining residential uses across the street by tall chain link fences. The abrupt transition between these uses and the well-kept residences highlight a land use transition problem, and has led some of the affected residents to question the long-term viability of their neighborhood.



Images of Historic Downtown and State Street

Further to the east, in the vicinity of 900 East, are a series of **Neighborhood Commercial Centers**. These commercial destinations provide consumer services to nearby neighborhoods and regional shoppers alike, and are dominated by large parking lots, "big box" and strip mall uses. In recent years some of these areas have become worn down, and are now experiencing difficulties competing with newer commercial projects.



Ninth Street Market Place (900 East and 5600 South)

Murray is also home to a wide range of **Specialty Nodes and Districts** that serve more specific needs. Examples of Specialty Districts include the Sports Mall area on 900 East, the Winchester Street office district, the Jordan River Parkway zone, State Street business areas, Auto Row, Wheeler Farm, and the Fun Dome commercial/recreation area.

Connections and Linkages

Murray's neighborhoods and districts are well connected by roads and streets, but generally lack an equivalent level of connection for walkers and cyclists. While trails are well provided at Murray Park and the Jordan River Parkway, they do not generally extend to and through adjacent neighborhoods, or to destinations such as schools and neighborhood parks. There is little interconnection between isolated trail systems, while obvious trail resource areas, such as Big and Little Cottonwood Creeks, remain untapped.

Barriers, Buffers and Transitions

As already documented, the edges of many of Murray's residential neighborhoods tend to meet adjacent districts in an abrupt and harsh manner. This is the result of several factors, including the failure to apply appropriate transitional land uses and zones at the edges of incompatible uses. The lack of adequate landscape and architectural buffering techniques, coupled with the slow "creep" of industrial and commercial uses into adjacent residential neighborhoods have resulted in acute transition problems in some areas of the city.



Little Cottonwood Creek as it Flows Through the Intermountain Health Care Site



Examples of Problematic Transitions Between Different Land Uses

Other residential neighborhoods and districts are isolated by large, physical barriers such as Interstate 15, Interstate 215, the TRAX rail corridor tracks, and major industrial uses.

Streets and Passages

Murray contains a range of roads and streets, encompassing freeways, arterials, collector streets and local roads. The condition of these facilities, and the level of amenity provided, varies greatly. The development

of Murray's major road system has focused on the efficient movement of vehicles, to the deficit of the needs of pedestrians and others.



Freeways and Other Roadway Elements can Greatly Impact Adjacent Uses



Murray's Streets Range From Fast-moving State Street to Less-trafficked Local Streets

Streetscapes

Most of Murray’s residential streets are well-embellished with pedestrian amenities such as sidewalks, trees and parking strips. In contrast, the major streets systems that connect the neighborhoods are uncomfortable for pedestrian use, and in some cases, unsafe. Sidewalks are not evenly established in the core areas, resulting in major gaps when walking from place to place. Street trees are not evenly distributed, and are not defining elements of the larger streets. The distribution and width of park strips varies, and the provision of street furnishings and pedestrian-oriented lighting has been overlooked, even at key pedestrian meeting places such as bus stops.

Pedestrian Connections and Open Space Linkages

Public comment indicates a desire to maintain existing trails and complement them with additional trails in order to improve pedestrian connections between Murray’s neighborhoods, parks and destinations. A discussion of some of the lacking trail facilities in Murray follows:

East/West Pedestrian Connections to Jordan River

A fully-integrated east/west trail connection between the Jordan River and areas to the east is lacking. 4500 South, 4800 South, Winchester Street and the Cottonwood Creeks are obvious routes and corridors where such connections could take place.

Urban Trail Connections Along Streets

Murray’s street system is a primary resource for accommodating pedestrian movement. Designation of key road segments as an “urban trail” system, accompanied by corresponding safety and aesthetic upgrades could result in a first-class pedestrian amenity for the city.

View Corridors

Providing and maintaining visual connections with the surrounding landscape is an important aspect of a well-planned city. Murray’s primary views focus on the Wasatch Mountains to the east. Localized viewing opportunities focus on the Jordan River and other smaller natural areas located in the vicinity of Murray.

Wasatch Mountain viewing opportunities are particularly good from the bottoms of the Jordan River, and along most of the main east/west roadways. The insensitive siting of buildings, overhead utilities and other development features has blocked some views.



Typical Eastward View of the Wasatch Mountains. Note the Visual Impact of Overhead Utility Lines .

Gateways, Landmarks, Edges, Nodes, and Destinations

Gateways

Murray is a city approaching build-out. The city is surrounded by other towns and unincorporated areas with similar conditions. The entrances between Murray and its adjacent communities tend to be somewhat blurred, offering few indicators that one is leaving one distinct place and entering another. The prevalence of industrial and commercial uses at key gateways into the city reinforce the feeling that one is entering an industrial or commercial area, with few indicators to notify passersby that interesting neighborhoods are around the corner, and only subtle clues signaling that one has moved from one neighborhood to the next.

Landmarks

Before being demolished on August 6, 2000, the Murray Smelter stacks were the most dominant landmarks in the entire Salt Lake Valley. The loss of the stacks has in some sense made Murray a less distinct destination. Lesser landmarks remain, although they are less dominant and fail to evoke the strong image presented by the stacks.



August 6, 2000

Edges

With the exception of the Jordan River at the west border of the city, Murray is fully developed along its edges, where it meets other communities with similar development patterns.



Murray Park is both a Regional and Local Node

Nodes and Destinations

Nodes and destinations are places that generate activity and attract people. They are important for making a community a lively and attractive place, for residents and visitors alike. The appearance of Murray's nodes and destinations, and the image they exude, are important aspects for making the City a more attractive place to live, work and visit.

Nodes and destinations can generally be divided into two categories, based on the population they serve. **Regional nodes and destinations** are important for attracting people from places afar. Murray's regional nodes include the city's major business and shopping areas (Fashion Place Mall and Ivy Place, for example), major parks and recreation sites (the Jordan River Parkway, Murray Park, Wheeler Farm, and Murray Parkway and Mick Riley golf courses), freeway interchanges, light rail stations and other transportation connection points. **Local nodes and destinations** are places where day-to-day needs are met, and daily activities of the local community take place. Examples include neighborhood shopping centers, city offices, community facilities (police stations, libraries, community centers), churches and places of worship, small parks and local recreational facilities.

Key Urban Design Issues

The following are some of the most important issues to be considered when addressing urban design for Murray City:

- Murray's residential neighborhoods are the “heart and soul” of the community. The range of residences and housing types are important to its residents, and should be protected and enhanced.
- Allowing incompatible land uses to “creep” into established residential neighborhoods has resulted in physical and deterioration of at the edge of many neighborhoods. Allowing undesirable land use relationships to form should be halted, and transition problem areas modified and improved.
- The physical image of Murray's Commercial Core needs particular improvement. As land uses change and modifications are made, the level of site design should be enhanced to help redefine the area. A coordinated system of driveways, signage, pedestrian lighting, parking lots, sidewalks and street furnishings should be implemented to help unify the various buildings and uses in the area.
- The TOD potential of all TRAX stations require further evaluation including detailed plans illustrating implementation options.
- Big and Little Cottonwood Creeks are threatened as meaningful open space and trail corridors without supporting actions to ensure their permanent use as public open space and trail corridors.
- The IHC Regional Medical Center should express Little Cottonwood Creek as a community open space and trail amenity, providing meaningful pedestrian linkages with Murray Park, Historic Downtown, the Government/Civic Area, and Murray Central TRAX Station.
- Improvement efforts in Historic Downtown should focus on stabilizing the area as a premier arts and cultural precinct. Similar actions should be undertaken in adjacent residential neighborhoods.
- New investment, urban design improvements and better maintenance should be encouraged in Murray's 900 East Neighborhood Commercial Centers.
- Investments should be made to help create a fully connected urban trail system. Efforts should focus on east/west connections that link key community destinations through residential neighborhoods.
- Buffering and transitioning tools are needed to reduce the physical impact of freeway and railway resources onto adjacent uses.
- Murray's primary street system should be upgraded to provide better pedestrian facilities, including a coordinated system of sidewalks, street trees and furnishings.

- All local streets should include a comprehensive and comfortable system of sidewalks that are linked to key nodes and destinations.
- Important views and view corridors should be protected.
- Key external and internal gateways should be improved to enhance the overall image of the city.
- Landmarks should be established to make lasting impressions of the community from near and afar. The focus should be on the establishment of strong, vertical features as part of new building projects.
- Special edge treatments should be applied near major roads and community entry points in order to distinguish Murray from its neighboring communities.
- Murray's regional nodes and destinations should be improved to provide a better first impression of the community. Local nodes should be enhanced to enhance neighborhood “sense of place”.

Urban Design Analysis

Murray is a mature community with numerous areas that are attractive and well connected. Other areas have less visual appeal, and still others are attractive but poorly connected or hidden from view. Murray can become a more attractive community and a place with more positive physical attributes. In order for this to occur, additional investment must be made in the physical structure of the city, particularly to the civic realm of streets, at points of entry and along main roads and transportation routes. In order for this to happen, future redevelopment and improvement projects should be used as urban design catalysts, helping to create more attractive neighborhood, shopping areas and employment centers that present a uniform positive image of the city.

Some specific steps to help improve the Urban Design profile of Murray include:

- Improving existing districts, landmarks and nodes;
- Distinguishing edges and developing special treatments at gateways and points of entry into the city;
- Protecting and enhancing residential neighborhoods by developing better transitions and buffers;
- Encouraging better linkages and connections between neighborhoods;
- Enhancing streets and streetscapes to unify the city; and
- Encouraging pedestrian movement and promoting visual continuity through the establishment of a unified system of sidewalks and trails, and avoiding view-impeding development patterns.

Urban Design Concept

Beginning at the outside edges and working inward through the neighborhoods to the city core, the following urban design concepts are proposed to help make Murray a more attractive, comfortable and visually cohesive place.

Open Space Corridor Enhancements

Big and Little Cottonwood Creeks are untapped open space resources that offer east/west connection opportunities between the Jordan River Parkway and neighborhoods to the east. An open space corridor should be established along the length of each stream to accommodate public trails and preserve these unique features for future generations (see Figures 3-1 and 3-2).

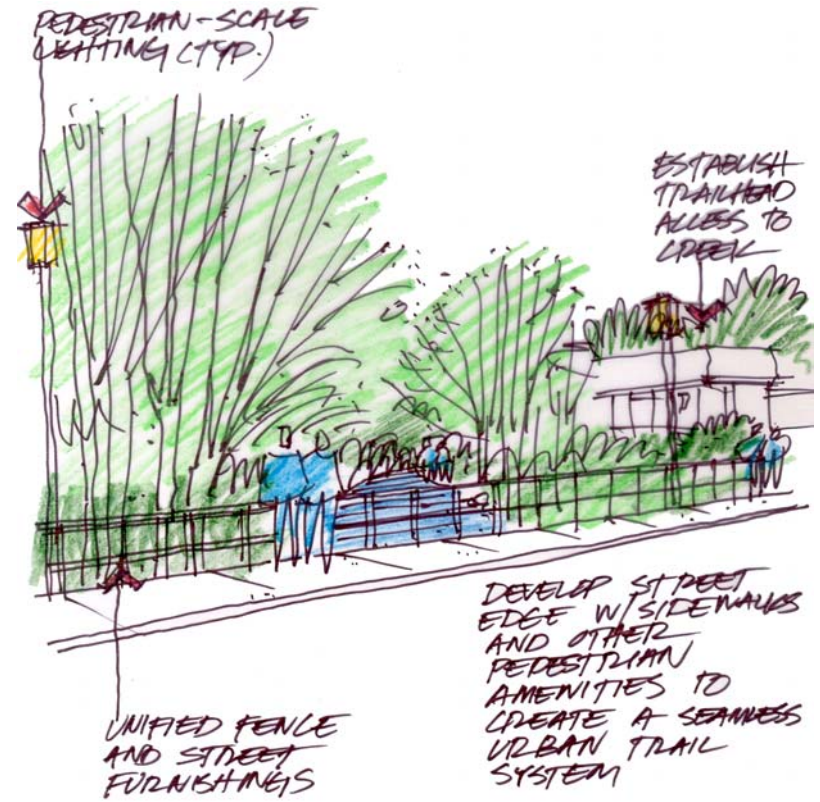
Streets and Streetscape Enhancements

The street and road system represents a major expenditure of limited public funds. A carefully designed street environment can enhance community character and promote safe and comfortable pedestrian experiences as well (see Figures 3-3 and 3-4).

Figure 3-1
Existing Situation: Little Cottonwood Creek at 500 West



Figure 3-2
Illustration of Potential Trail Corridor and Streetscape Improvements of Little Cottonwood Creek at 500 West

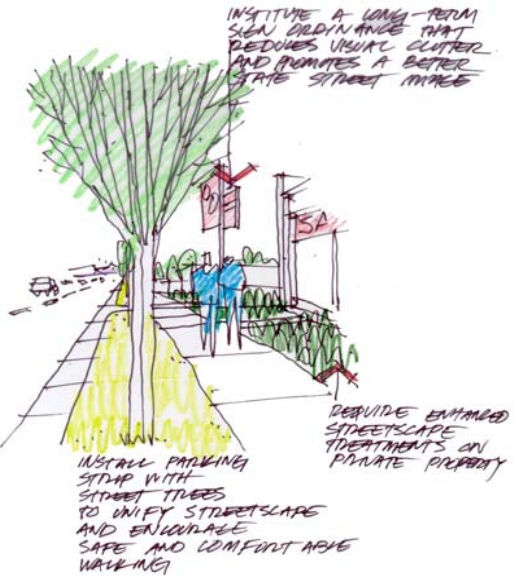


Rather than being designed in a one-dimensional manner focused simply on the movement of vehicles from one point to another, enhancements are necessary to improve the community image and promote safer and more comfortable pedestrian movement along the major street system. Pedestrian crossings at streets adjacent to major recreational nodes require particular attention. As illustrated in Map 3-1, pedestrian crossing improvements have been identified at several locations throughout the city.

Figure 3-3
Typical Streetscape along State Street



Figure 3-4
Illustration of Potential Streetscape Improvements along State Street



Streetscape improvements should be based on a comprehensive implementation approach. This will not only improve the aesthetics and comfort of the street environment, but help promote interconnected pedestrian and cycle movements to community destinations.

Implementing streetscape improvements in a comprehensive fashion promotes the good use of limited funds for infrastructure development. The focus should be on developing good quality "basic" pedestrian amenities throughout Murray, including sidewalks, streetlights, park strips and trees. The provision of enhanced streetscape elements such as coordinated landscaping, signage and street furnishings should be encouraged in high profile pedestrian areas. Prioritizing streetscape improvements in this fashion will not only improve the immediate street environment, but help make Murray a consistently beautiful and community. Some of the key streetscape improvements recommended in Murray City are described below and illustrated in Map 3-1 and the accompanying figures below.

Street Enhancement Type 1: Major Urban Street Corridors

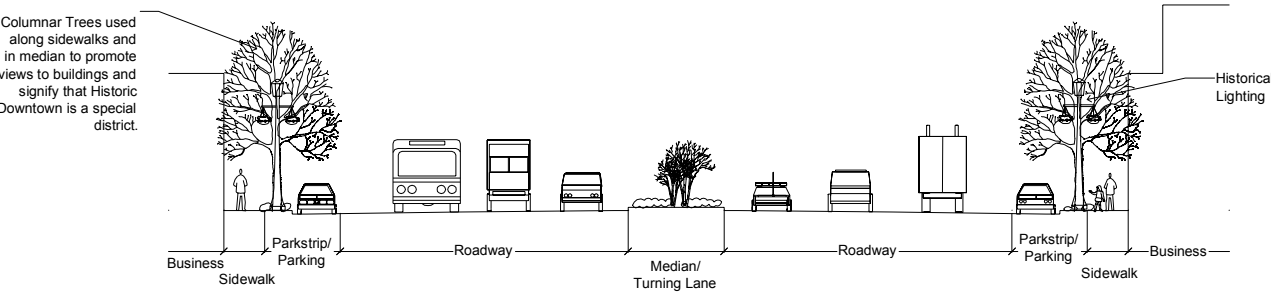
Locations: State Street
5300 South

General Intent: Three scenarios are illustrated for State Street in Figures 3-5 through 3-7, each responding to the general street conditions of the street. 5300 South improvements should follow the ideas illustrated in Figures 3-6 and 3-7, with actual implementation made in a flexible manner according to actual site conditions.

Pedestrian improvements such as additional tree plantings and the implementation of a coordinated system of lighting and street furnishings should be the focus of enhancements, in addition of the linking the street edge treatment in the Historic Downtown with the Civic Center area, and the introduction of bulb-outs at intersections, parallel parking, and a tree-lined alley in the center median.¹ New buildings should be built adjacent to the street as currently found in Historic Downtown, with off-street parking placed behind or between the buildings.

Figure 3-5

Illustration of Street Enhancement Type 1: State Street, Historic Downtown North to City Limits



¹Based on existing roadway design speeds, trees will be difficult to implement as part of landscape improvements to the center median. If the design speed is reduced, perhaps as part of a transfer of street ownership to Murray City by UDOT, the planting of large trees could be considered.

Figure 3-6

Illustration of Street Enhancement Type 1: State Street, Civic Hall/ Murray Park Area

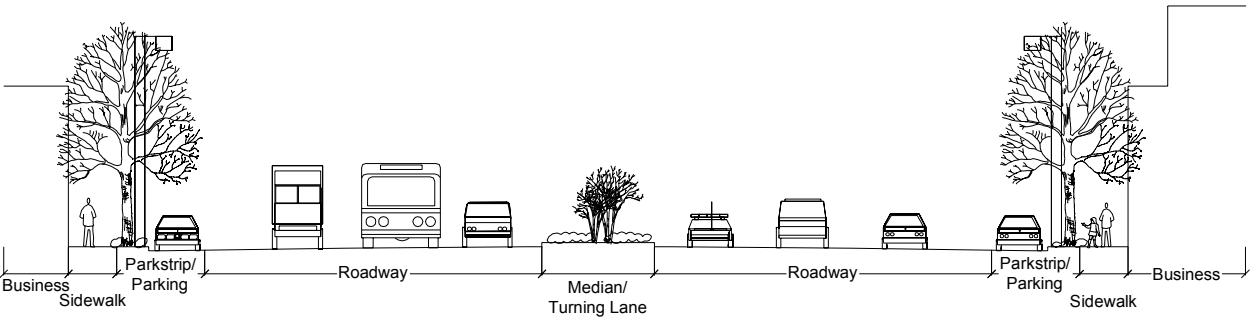
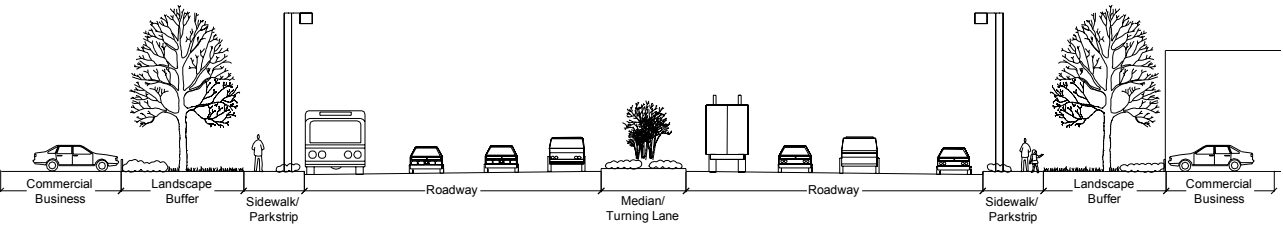


Figure 3-7

Illustration of Street Enhancement Type 1: State Street, South of 5300 South



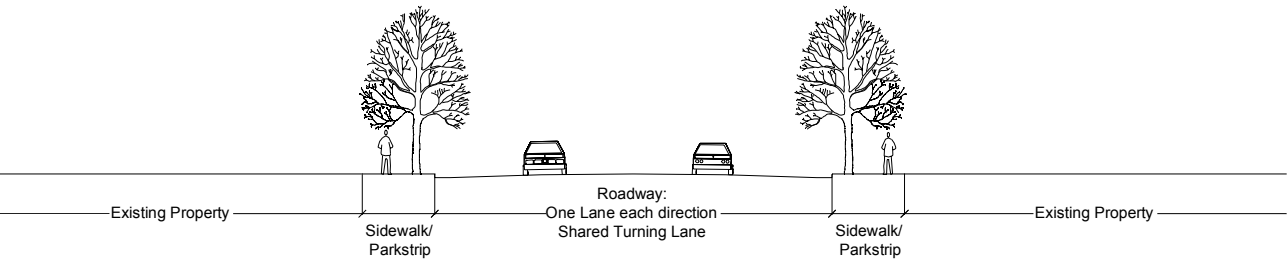
Street Enhancement Type 2: Minor Urban Street Corridors

Location: Commerce Drive

General Intent: Focus on pedestrian improvements within the existing sidewalk zone in the short-term. In the long term, introduce a tree-lined alley within a center median, and enhance edge treatments with bulb-outs at intersections and angle parking.

Figure 3-8

Illustration of Street Enhancement Type 2: Commerce Drive



Street Enhancement Type 3: Grand Parkway

Location: 900 East
Winchester Street
Cottonwood Street

General Intent: Transform these roadways into green, tree-lined parkways with high-level pedestrian amenities and trails. Winchester Street should provide pedestrian linkages between the Jordan River Parkway and Wheeler Farm; 900 East should link Wheeler Farm with commercial nodes and destinations.

Figure 3-9
Illustration of Street Enhancement Type 3: 900 East Grand Parkway

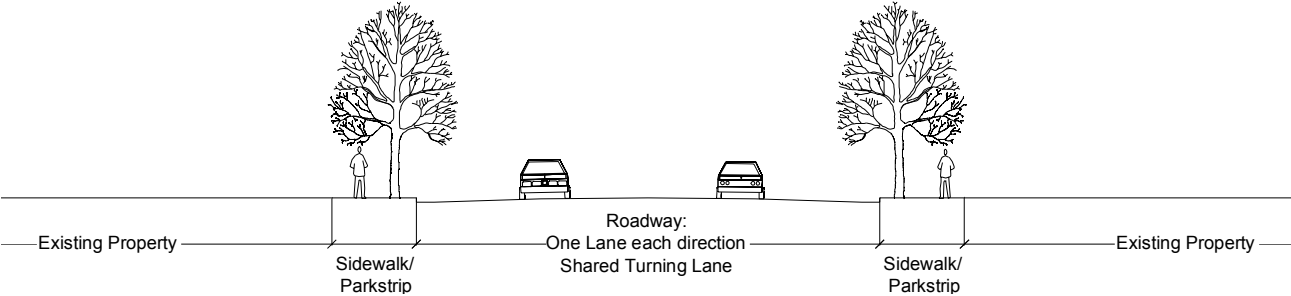


Figure 3-10
Illustration of Street Enhancement Type 3: Winchester Street Grand Parkway

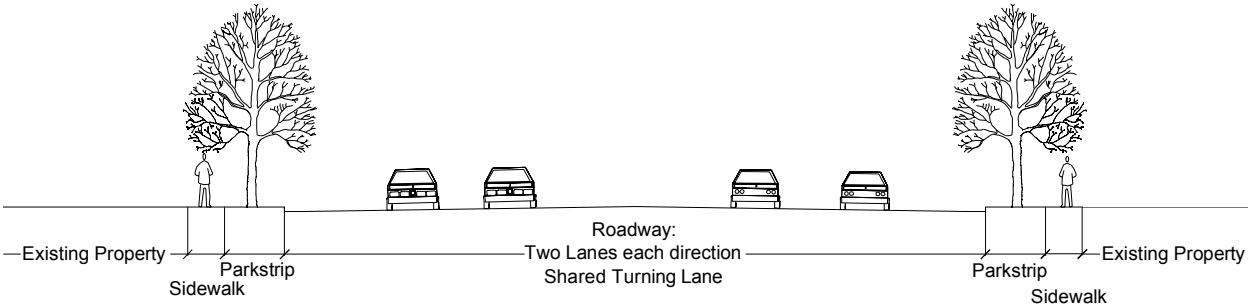
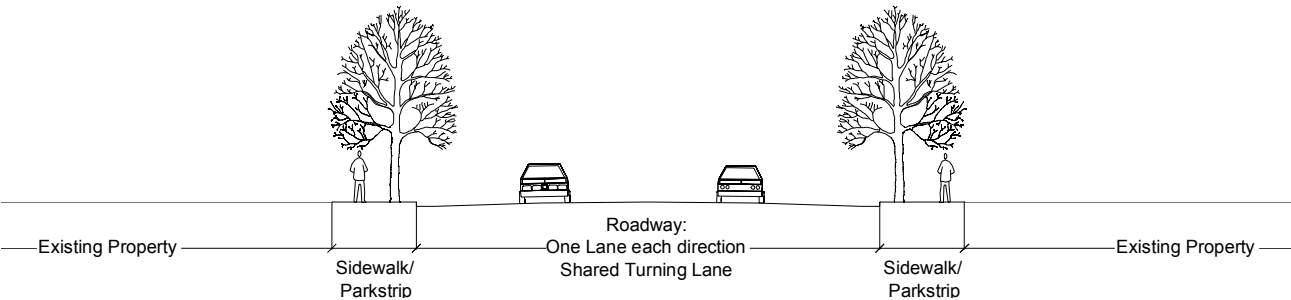


Figure 3-11
Illustration of Street Enhancement Type 3: Cottonwood Street Grand Parkway

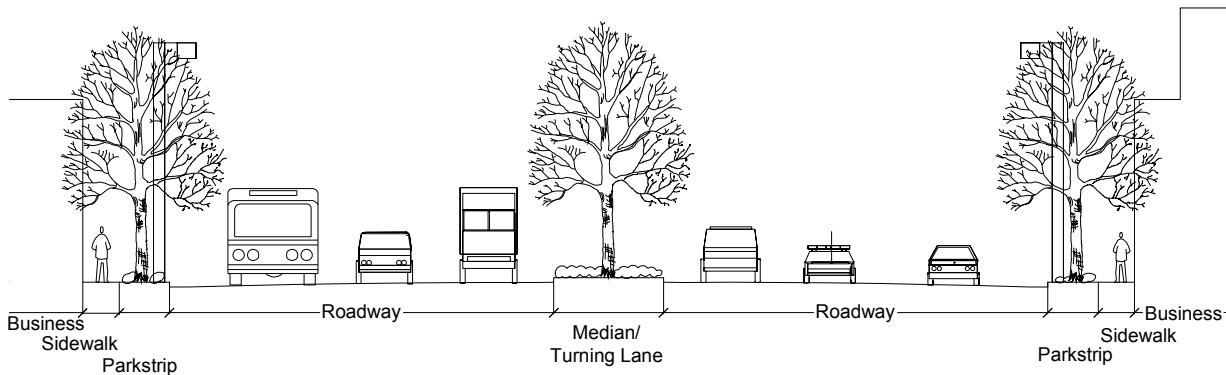


Street Enhancement Type 4: Major Parkway

Location: 4500 South Street
4800 South/Murray-Holladay Boulevard
700 West/ Murray Boulevard/ 500 West

General Intent: Modify existing roadways to create a pleasant parkway environment. Specific designs should be developed for each street, each focusing on creating a pleasant and safe pedestrian environment and a more pleasant passageway for motorists. Key design features include better sidewalk treatments, trees and landscaped medians.

Figure 3-12
Illustration of Street Enhancement Type 4: 4500 South Major Parkway

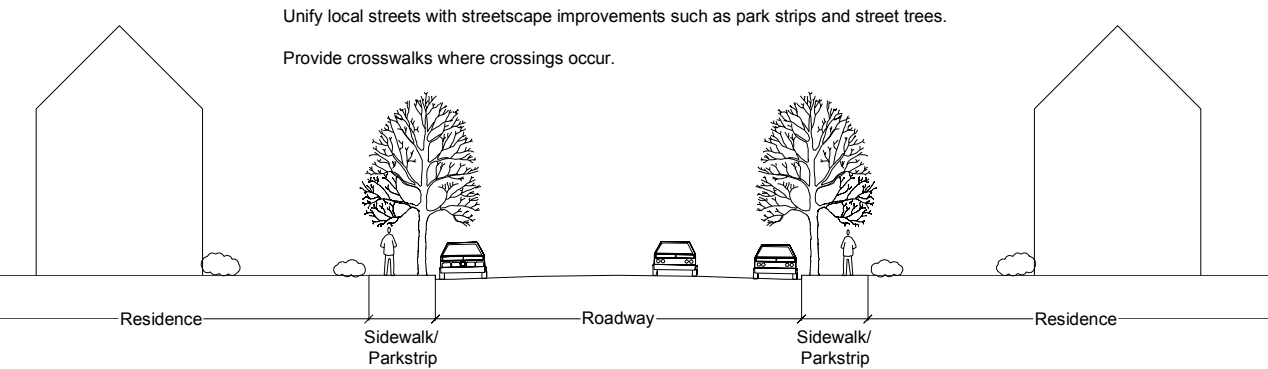


Street Enhancement Type 5: Common Parkway

Location: Vine Street
5600 South
5900 South
Fashion Boulevard
Murray Parkway Drive
1300 East

General Intent: Focus on improved edge treatments, such as trees in parking strips and adequate sidewalks for promoting pedestrian movement.

Figure 3-13
Illustration of Street Enhancement Type 5: Vine Street Common Parkway

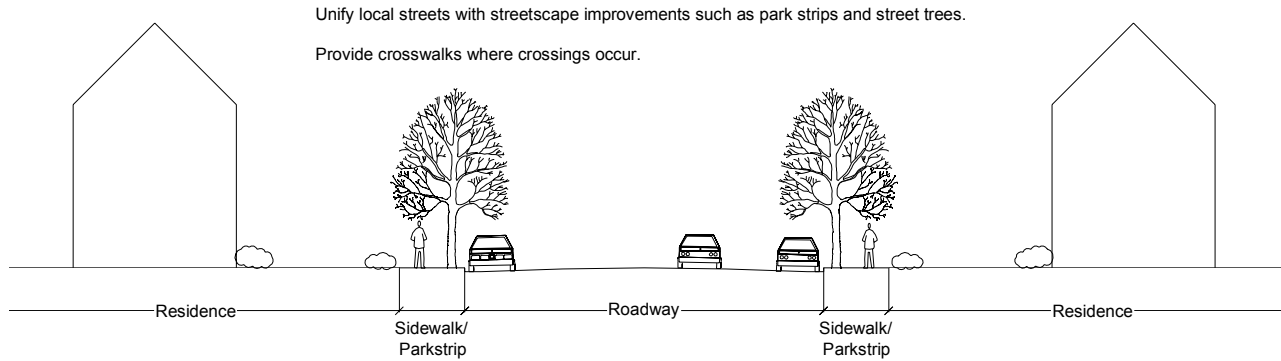


Street Enhancement Type 6: Local Street Enhancements/Urban Trails

Location: Throughout Murray City (see Map 3-1)

General Intent: Focus on improved edge treatments, including trees in parking strips and well-maintained sidewalks to promote pedestrian movement.

Figure 3-14
Illustration of Street Enhancement Type 6: Urban Trail Scenario



Gateway and Landmark Improvements

Gateway enhancements should be implemented to reinforce the sense that one is entering or leaving the community, or moving from one part of the city to another. As illustrated in Figures 3-15 and 3-16, gateway improvements can range from simple treatments to elaborate schemes. The specific design of a gateway treatment should be carefully selected to maximize the impact of improvement inputs.

The introduction of positive landmarks can promote a positive image of the community, and help establish a unique 'sense of place'. The establishment of tall, vertical landmark buildings, structures and icons will help the public locate Murray from afar, setting it apart from neighboring communities. Smaller landmarks, possibly incorporated into new buildings and projects, will help visitors navigate to and through the community, and establish a unique neighborhood identity.

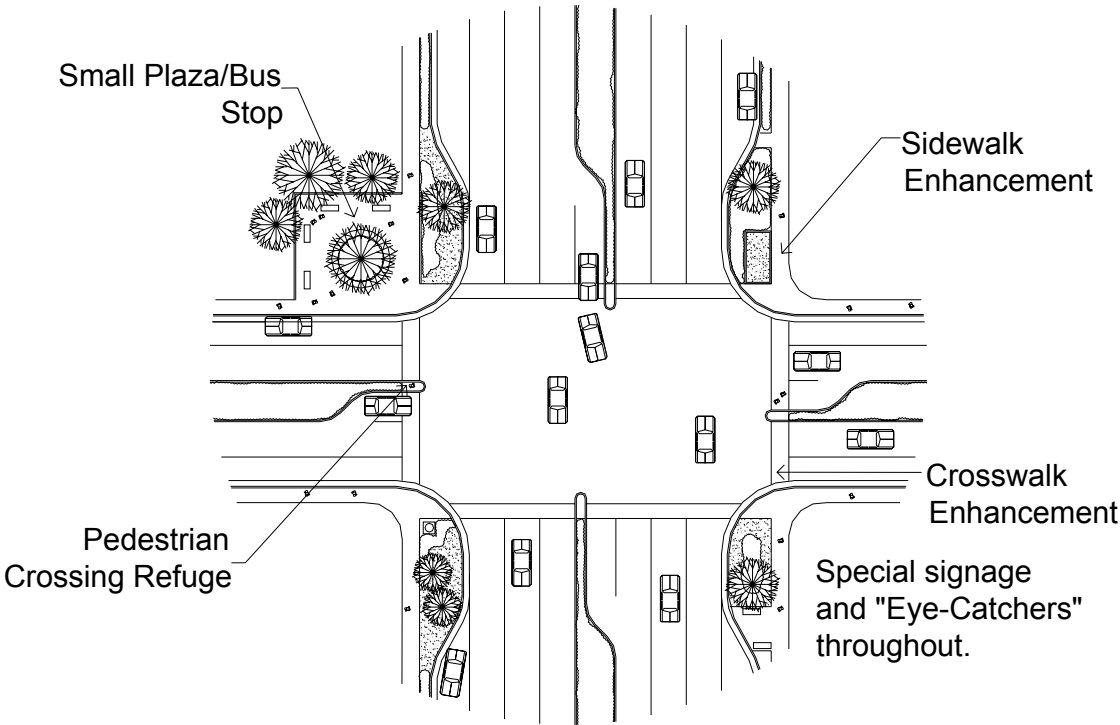
Better Land Use Transitions and Buffers

Most of the "hot spot" areas in Murray City are a function of poor land use transitions, particularly between residential uses and adjacent commercial/industrial uses. The best possible buffers are adequate space (distance) and transitional uses. Since Murray is nearly built-out and major land use modifications will happen slowly in most places, most buffer treatments will focus on modifications to existing site conditions.

It is recommended that better transition guidelines be established for new development areas, and that "retrofit" buffering techniques be established for established areas where redevelopment is unlikely to occur. As illustrated in the Figures 3-19 and 3-20, a variety of buffering treatments can be used, incorporating architectural (walls and fences) and landscape (vegetated screens and berms) methods, depending on the specific site requirements and desired outcomes for each specific site.

An important aspect of creating better transitions between incompatible uses is the involvement and participation of owners and operators of the impacting uses. The owners and operators of impacting uses

Figure 3-15
Illustration of possible enhancement treatments at a Primary Gateway into Murray City
(Note landscaped median strips, corner plazas, small meeting places and seating areas, unified street furnishings, special paving and the introduction of local landmarks such as flagpoles)



Figures 3-16 and 3-17
Views of the 900 East/5900 South Gateway, before and after improvements



should be encouraged to be "good neighbors". They need to make sure that their operations do not unduly impact neighboring activities, and "go the extra mile" to reassure their neighbors that maximum effort is being expended to minimize the negative impacts of imperfect land use proximities.

Figure 3-18
Example of Residential Buffer Retrofit 1: Use of walls, fences and other elements as front yard transitional treatments

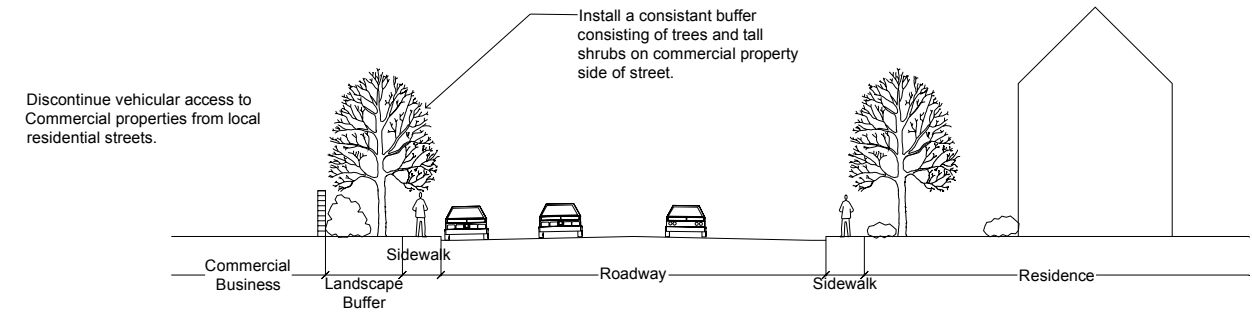
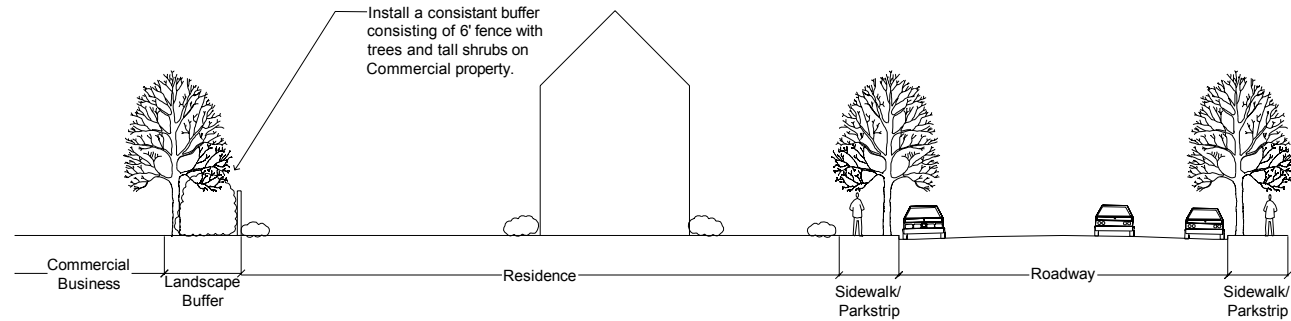


Figure 3-19
Example of Residential Buffer Retrofit 2: Use of walls, fences and other elements as rear yard transitional treatments



Protecting View Corridors

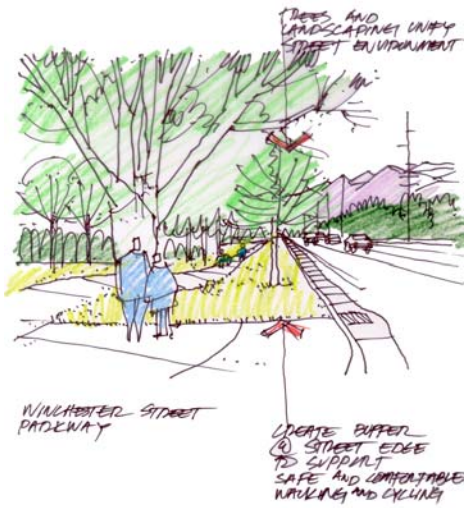
Views of the Wasatch Mountains are one of the most important visual resources in Murray. Primary view corridors are located along the Jordan River Parkway, and major east-south roads such as 4500 South, Murray-Holladay Boulevard, Van Winkle Expressway, Vine Street, 5300 South, 5600 South, Winchester Street. As illustrated on Map 3-1, the visual continuity of these corridors should be preserved and protected as adjacent land uses change and mature. New developments should be laid out to avoid blocking desirable views along these corridors. Overhead utilities should be buried where possible, and coordinated elsewhere to minimize visual clutter.

Improving Major Destinations and Nodes

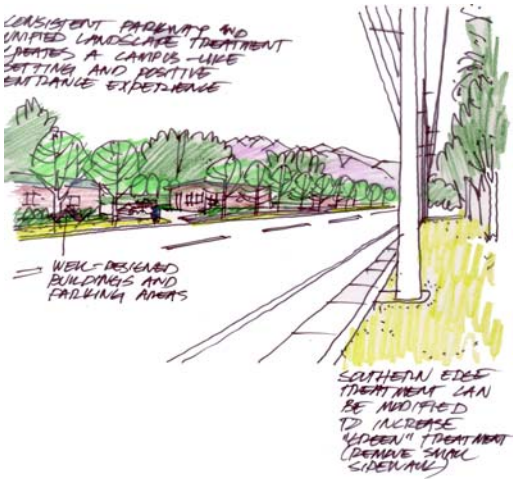
As illustrated in Map 3-2 and described below, urban design efforts are earmarked for key nodes and destinations in Murray, including Historic Downtown, IHC Regional Medical Center and Eagle Point, the Murray Government/Civic Center area, the Fashion Place Mall/South State Street area, and others. Some general and specific ideas for improving these sites are described below:

- Transform **Winchester Street** into a welcoming parkway that includes sidewalks, landscaping, trail connections and a unified land use profile. As illustrated in Figures 3-20 through 3-25, the primary purposed of this action is to link the Jordan River Parkway to Wheeler Farm, to visually unify a major entryway into the community, and to protect adjacent residential uses from encroachment of incompatible uses. Implementation options may include assembly of property into manageable parcels that can be redeveloped to meet desired goals, and negotiations to acquire an easement for trail/sidewalk connections and landscaping.

Figures 3-20 and 3-21
Install Pedestrian/urban Trail Enhancements on the north side of Winchester Street as part of implementing the Grand Parkway Concept



Figures 3-22 and 3-23
Convert the South Side of Winchester Street into a continuous, green park strip



INSERT 11X17 FIGURE 3-24

INSERT 11X17 FIGURE 3-25

- Transform **900 East** into a welcoming and green parkway. The parkway should enhance sidewalks and other pedestrian amenities, and provide a unified, generous landscaping profile that links the varied uses along the street. Connections with Wheeler Farm are a vital element of these improvements.
- Gateway, streetscape and private property enhancements should be implemented at the **Commercial Neighborhood Center at 900 East and 5600 South**. Enhancements should improve the image of the area and provide linkages along both sides of 5600 South. The focus should be on transforming this important none into a thriving commercial destination and local meeting place.
- **Murray North TRAX Station** should incorporate mixed use TOD redevelopment projects and improve vehicular/pedestrian linkages.
- **Murray Central TRAX Station** should bridge rail lines with additional pedestrian and vehicular connections in order to capitalize on Commerce Street to the west as a mixed use TOD redevelopment area. Power lines along the rail line will probably need to be buried as part of these improvements.
- **Fashion Place West TRAX Station** improvements should focus on small, mixed use, low-intensity redevelopment west of the TRAX Station and along Winchester Street, and implementation of a general clean of Winchester Street as part implementing the Grand Parkway idea.
- Specific design ideas should be implemented for **Historic Downtown** Murray. As illustrated in Map 3-2, the urban design strategy for downtown Murray is to maintain and enhance the unique "Sense of Place" found in the area, much of which is based on the historic character of its neighborhoods and buildings. Historic Downtown should be a connected, livable, functional and balanced place. Connections and linkages in Historic Downtown need to be improved, for pedestrians in particular. Pedestrian enhancements should build upon recent efforts to make State Street more attractive, to make State Street crossings safer, and provide the walking public with a range of walking options. Local street and streetscape enhancements should be unified, and street crossings improved. Alleys and 'short cuts' should be preserved and upgraded to provide smaller-scale, urban pedestrian "short cut" opportunities and to support the formation of an "urban trails" system. Small plazas, bus stops, sitting areas and other urban amenities should be implemented in areas where land uses are incompatible.²
- **Murray City Park** should be extended west across State Street as Murray Parkway, following the route of Little Cottonwood Creek. The parkway should be developed as a major recreational and open space feature, with a "sunken plaza" connection under State Street providing an elegant pedestrian connection between Murray Park and the parkway to the west. Murray City Parkway should penetrate west toward the light rail station, and becoming one of the main open space features in the downtown area.
- **4500 South, 5300 South, Vine Street and Murray-Holladay Road** should be enhanced to improve the experiences and perceptions of pedestrians and drivers alike. Intersections between these roadways and State Street should be developed into image-evoking downtown gateways. Land use buffers should be provided between incompatible uses, such as the commercial and residential uses north of Historic Downtown. Buffers should be appropriate to specific site conditions. Parking requirements in Historic Downtown should be adequate for the need while supporting rehabilitation efforts. Shared parking and implementation of a Greater Downtown shuttle system should be investigated to maximize limited land areas and to promote the area as a thriving and unique district.
- **Local streets** should be improved to enhance pedestrian movement; street crossings should be improved to create a seamless system of 'urban trails' in the downtown area. Alleys and 'short cuts' should be identified and upgraded to provide positive, smaller-scale pedestrian experiences. Small plazas, bus stops and other urban amenities should be provided according to future detailed designs.

² (See Murray City Historic Downtown Element, 1999, for more detailed background studies and specific land urban design ideas for the area).

Goals and Policies

Goal:	To establish a strong role for urban design in creating a more livable community.
Policy:	Recognize the importance of urban design by adopting a detailed Urban Design Strategy Plan. <i>Implementation Measure:</i> Identify and earmark ongoing funding apparatus to meet the goals of the Murray City Urban Design Strategy Plan. Funding should address specific design requirements, capital investments and improvements, and ongoing maintenance needs.
Goal:	To establish key urban design approaches for creating a more aesthetic and livable community.
Policy:	Improve edge and boundary conditions to reduce barriers, establish distinctions between Murray City and its neighbors, and soften harsh land use transitions. <i>Implementation Measure:</i> Identify existing residential neighborhood edges that require stabilization, and develop appropriate implementation measures to stabilize key edges at community entrances. <i>Policy:</i> Acknowledge the importance of preserving Murray's existing landmarks and nodes, and the need for additional positive landmarks, nodes and development forms in the future. <i>Implementation Measure:</i> Protect existing landmarks and develop specific strategies to enhance their treatment. <i>Implementation Measure:</i> Create development guidelines that address the siting and design of new, positive landmarks as part of a unified architectural and site design process. <i>Implementation Measure:</i> Require all new neighborhood and large development projects to address landmarks as part of the design process. <i>Implementation Measure:</i> Develop gateway, streetscape and private property enhancements in the vicinity of Commercial Neighborhood Centers located along 900 East. <i>Implementation Measure:</i> Develop unique gateway entrances at key locations.
Policy:	Embrace the need for creating a regional landmark that distinguishes Murray City <i>Implementation Measure:</i> Develop specific design treatments as part of proposed and future development projects to re-establish a tall, vertical landmark feature in Murray.
Policy:	Acknowledge the need to create meaningful urban/nature interfaces and to protect critical natural lands and environments. <i>Implementation Measure:</i> Develop specific design guidelines for all built projects adjacent to the Jordan River Parkway, Big and Little Cottonwood creeks, and other sensitive natural areas.

Implementation Measure: Protect views of the Wasatch Mountains at key locations and major corridors.

Policy: Protect and Enhance Existing and Future Neighborhoods.

Implementation Measure: Improve the 'sense of place' in Historic Downtown Murray through a continued series of streetscape and redevelopment projects.

Implementation Measure: Implement specific design measures for the seven Murray City neighborhoods as outlined in this Chapter.

Implementation Measure: Confirm and prioritize residential areas requiring enhanced buffering against incompatible uses.

Implementation Measure: Develop specific buffering design measures and strategies for areas to receive enhanced buffers.

Implementation Measure: Incorporate TOD at the Murray North TRAX Station

Implementation Measure: Bridge rail lines with additional pedestrian and vehicular connections at the Murray Central TRAX station.

Implementation Measure: Implement small, mixed use and low-intensity redevelopment west of the Fashion Place West TRAX Station and along Winchester Street.

Policy: Enhance Streets and Streetscapes to create a more unified and "Pedestrian First" community.

Implementation Measure: Implement pedestrian street crossing improvements at designated locations.

Implementation Measure: Implement street enhancements according to the suggested comprehensive systems approach.

Implementation Measure: Transform Winchester Street, 900 East, State Street and other key transportation corridors into welcoming parkways with a unified land use profile.

Implementation Measure: Develop Winchester Street Parkway through a process of acquiring land, developing the parkway, and assembling parcels for redevelopment.

Implementation Measure: Transform 900 East into a pleasant parkway, focusing on pedestrian enhancements.

Implementation Measure: Upgrade local streets to enhance pedestrian movement and connections.

Implementation Measure: Design new local streets and convert existing ones into shady, well-treed neighborhoods.

Implementation Measure: Establish a relationship with TreeUtah and similar organizations that support the planting of trees and the development of urban forests.

Policy: Embrace the establishment of a coordinated and integrated trail system.

Implementation Measure: Designate and convert key routes as part of the Murray City pedestrian trail system.

Implementation Measure: Establish a fully coordinated and linked system of shared use paths throughout the Murray City parks and open space system.

Implementation Measure: Prioritize and coordinate the implementation of existing trail improvements.

Implementation Measure: Designate permanent open space corridors around Big and Little Cottonwood Creeks to accommodate public trails and preserve unique open space opportunities.

Policy: Adopt short and long-term approaches for buffering residential uses from incompatible land uses and operations.

Implementation Measure: Develop a Buffering and Land Use Transition Plan for affected properties, addressing specific short-term improvements and potential long-term scenarios.

Implementation Measure: Require appropriate land use transitions between non-compatible land uses as part of new development projects.

Implementation Measure: Review existing site development guidelines to ensure that architectural and landscape buffers between different land uses are sufficient.

Implementation Measure: Implement additional buffering at the edge residential neighborhoods impacted by poor land use transitions.

Policy: Acknowledge the need to create meaningful urban/nature interfaces and protect critical natural lands and environments.

Implementation Measure: Utilize best management practices during the development and redevelopment process to reduce the discharge of pollutants to waterways and wetlands, to the maximum extent possible.

Goal: To improve the image and urban design of Murray City.

Policy: Support the establishment of a citywide urban design and review process.

Implementation Measure: Incorporate a citywide design guideline and review process as part of the project approval process.

Implementation Measure: Consider the establishment of a special design review body to review and approve key projects

Implementation Measure: Coordinate the citywide design guideline process with special needs areas such as Historic Downtown.

Implementation Measure: Update and develop more comprehensive and expansive requirements to enhance the urban environment, and to reflect the recommendations for buffering and providing transitions between incompatible uses.

Implementation Measure: Implement comprehensive design proposals to enhance and "clean up" important community gateways, streetscapes and nodes, including but not limited to State Street, Winchester Street and 900 East.